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	25 December. There was a 6/10 overcast at an altitude of about 1,000 meters and good visibility. Between 10 a.m. and 3 p.m., individual swept-back jet fighters circled over the field. 26 December. There were no clouds and visibility was good. Between 9 a.m. and 1 p.m., the planes at the field made individual flights each lasting about 20 minutes. The planes took off toward the	25X1	
	northwest and returned from the same direction. At noon, six aircraft with auxiliary fuel tanks were parked at the south end of the north-south runway. Some planes were observed in the area of the hangars.		.25 X 1
2.	On 16 December, railroad cars with nine aircraft crates were shunted from the Cottbusser railroad station in Grossenhain to a freight train bound for Frankfurt/Cder.2	25 X 1	
3.	At 12:10 p.m. on 26 December, a swept-back jet fighter taxied under its own power to the northernmost shrapnel- proof revetment on the western edge of the field. Its engine was stopped, and six soldiers pushed the plane into the revetment. A third shrapnelproof revetment was completed south of the two other revetments on the western edge of the field. There was a space of about 30 meters between the two fevetments. The taxiway and the entrance to the shrapnelproof revetment were about 15 meters apart.		25X1
<i>4. 5.</i>	On 16 December, about 40 vmeters of round timber were stored in the northwestern corner of the field, near the sour track. On 19 December, three freight cars with U-shaped, T-shaped and angular iron were being unloaded at the same site.		25X1
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6.	No air activity was observed at the field between 10 a.m. and 1:30 p.m. on 9, 15, 16, 18, 19, and 23 December respectively.		25X1
7.	In December, work was in progress on the shrapnelproof aircraft revetments. On several days, round timber was being unloaded at the field. On 23 December, 18 of the total of about 30 shrapnelproof aircraft revetments were completed. Two revetments were on the western edge of the field, the other revetments were on the northern edge in		٠.
	the area just east of the easternmost hangar and in the middle area in front of the hangars.		
8.	On 15 December, 13 railroad cars loaded with aircraft crates stood in front of the loading ramp south of the gap in the fence around the field. On 18 December, 9 gondola cars were observed at the same site. ²	25X1	
9.	Motor vehicles which were observed at the field between 9 and 23 December included trucks and		25X1
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		25 X 1
10.	At about 4 p.m. on 13 December, a train with eight freight cars moved on the sour track parallel to Highway No 101 along the	
	western edge of the field and stopped at the loading ramp. At about 4:30 p.m., a beam of light flashed up several times at intervals of a second on the eastern edge of the field. A sentry	25 X 1
	wearing black-bordered blue epaulets was posted at the main entrance. Additional sentries with the same epaulets and armed with submachine guns were observed in the northwestern and northeastern corners of the field. Truck was observed at the field exit.	257
		25X′
11.	The following air activity and aircraft were observed at the field between 21 and 27 Decembers	
	21 December. At 9:30 a.m., two MiG-15s took off and landed after 5 minutes. Two MiG-15s again took off at 9:50 a.m. and landed after a short time.	
	22 December. There was no air activity while the sky was overcast. Between 5:30 and 8 p.m., a searchlight was in operation.	
	23 December. No air activity was observed. The sky was still over- cast.	
	24 December. There was no air activity. 25 December. There was a closed cloud base and poor visibility. Between 10 a.m. and 4 p.m., swept-back jet fighters flew individually, in	
	elements of two and in formations of three. Between 5 and 10 p.m., a searchlight was in operation.	
	26 December. The sky was 7/10 overcast. flying was practiced over the field.	25X1
	27 December. Between 10:45 a.m. and about 2 p.m., take-offs were made by MiG-15s which disappeared in the clouds. The planes could be observed only at the take-off and landing.	
12.	On 21 December, eight trucks loaded with sand moved along the ramp	
	at the field as far as the shraphelproof aircraft revetments in the northern section of the field. Four men wearing red-bordered black equilets and equipped with shovels were observed on each car. Work	
	was in progress on the revetments also on this day which was Stalin's birthday. Three searchlights mounted on masts, about 3 meters high, on	051/4
	the northern edge of the landing field were removed. Trucks were observed entering and leaving the field.	25X1
1.	<u>Comment</u> . Grossenhain airfield is occupied by the headquarters of a fighter division and two fighter regiments.	
2.	Comment. Empty aircraft crates which had been stored at the field for a long time were probably retransferred. The same observation	
	was previously made at other airfields.	
3.	Comment. Most of the shrapnelproof aircraft revetments have	